



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

FILE COPY

May 16, 2006

The Honorable Keith L. Cain
City of Princeton
2 South Main Street
Princeton, IL 61356

Dear Mayor Cain:

Thank you and your staff for meeting with us on May 9, 2006 to discuss area highway issues. We have enclosed a copy of the meeting minutes for your records.

If you have any further questions or require additional information, please contact Mr. Dan Mestelle, Program Development Engineer, at 815-434-8450.

Sincerely,

Gregory L. Mounts, P.E.
Deputy Director of Highways
Region 2 Engineer

A handwritten signature in black ink, appearing to read 'D. L. Mestelle'.

By: Dan L. Mestelle, P.E.
District Program Development Engineer

cc: Kevin Heitz, Chamlin & Associates

TF:ct

IL 26 from I-80 to Red Covered Bridge Road in Princeton

Meeting Minutes

May 9, 2006

1. District 3 organized a meeting to discuss the proposed IL 26 improvement north of the I-80 interchange and other area projects. See the attached agenda and sign-in sheet. The meeting was held at the Princeton City Hall, at 10:00 a.m. on May 9, 2006.

2. ~~Project Background.~~ Bureau County has been transferred from District 2 to District 3. This was the first meeting between District 3 and Princeton. District 2 had previously completed the replacement of the IL 26 bridge over I-80 as a separate project. The new bridge was built to accommodate a future four through lanes and was striped for one through lane in each direction in the interim. Previously, District 2 and Princeton had discussed possible improvements to IL 26 north of the interstate. District 2 had developed preliminary concept drawings which showed possible improvements to entrances and intersecting streets between I-80 and the City-County Park entrance.

3. Project Scope. The focus of this programmed improvement is to address the alignment of IL 26 at the north end of the structure. Existing and projected traffic do not warrant four through lanes on IL 26 north of I-80. The District proposes to match the IL 26 lane configuration at the north ramp intersection and transition to the existing two lanes in the vicinity of Progress Drive.

4. Discussion.

a. The city had anticipated that the scope of this project would be the same as the concept drawings which had previously been discussed with District 2. District 3 explained that the project scope for this improvement would be based on the latest traffic and crash data. Four lanes are not warranted. Concepts to reroute the park entrance or to consolidate entrances or extend/construct local streets are beyond the scope of this improvement and would normally be a local agency responsibility.

b. The city has no plans to extend Progress Drive east of IL 26.

c. Mr. Heitz voiced concern about IL 26 northbound traffic making right turns into the truckstop in the northeast interchange quadrant.

d. City-County Park Entrance. Mr. Brannen asked about improvements to the City-County Park entrance. Mr. Powell replied that this was beyond the programmed project limits and that improvements of this type would normally be a local agency responsibility. The city currently does not have any plans to reroute the park entrance or construct streets in this vicinity. Mr. Mestelle stated that the district would review the intersection's crash history and ,if warranted, may pursue a separate spot improvement project, subject to funding availability.

e. Shared Use Path.

-The city asked about the shared use path termini. The district responded that with this proposed project scope, Progress Drive appeared to be a logical termini for this project. If the city wishes to extend the limits of the path to the north, then the local agency would bear 100% of the cost for any needed ROW, embankment, etc. Additionally, the city's proposed termini would require district approval to ensure that it met requirements for inclusion in this project.

-The city could also construct shared use path as a separate local improvement by permit.

-The city prefers concrete path. The district responded that costs over and above the standard bituminous design would be the city's responsibility.

f. Ramp Intersection Issues.

-The mayor noted that his priority concern for all projects in the Princeton Area was to improve the signalized intersection at the north end of the IL 26 structure. Specifically, he is concerned about the alignment and marking of northbound IL 26, which he thinks is confusing to motorists. He stated that southbound traffic sometimes goes straight into the northbound left turn lane. He suggested restriping the northbound lanes.

-Additionally, the mayor noted that the temporary traffic signals are located poorly and that drivers on the westbound entrance ramp are stopping on the ramp because they can see the signals.

-He mentioned that the guardrail in the northwest quadrant is often hit.

-The district will review this intersection to determine if interim improvements are appropriate.

g. Box Culvert. Mr. Heitz asked the district to consider extending the box culvert under IL 26 to accommodate a possible southbound right turn lane. The district responded that this issue would be considered. However, traffic projections have indicated that a right turn lane would not be warranted.

h. City Utilities. City owned water, sewer, and electrical utilities are in the project area. They are also planning for a fiber optic line. The district will send plan sheets to the city for marking utility locations.

5. Other Area Projects.

a. South Main from AMCOR Bank to the South City Limits. This unmarked state route has become a concern of local citizens because of deteriorating condition. Although there is a routine maintenance agreement between IDOT and the city, the city recommends that this street be resurfaced soon. There have been past discussions regarding the jurisdictional transfer of this street to the city. However, the city would like a major improvement of the street to include new curb & gutter, before accepting jurisdiction. Due to funding constraints, the department is currently focusing on maintaining marked system bridges. Funding for such a major improvement would be contingent on bonding programs. Therefore, the city should identify projects to their legislators. In response to a district question, the city stated that they would consider accepting jurisdiction of the street for a lump sum amount. Mr. Mestelle stated that the district would consider approximately \$2 million to be an appropriate amount for this jurisdictional transfer. Mr. Heitz asked the district to prepare a proposed typical section and cost estimate for this improvement for the city's consideration. The district will prepare the typical section and cost estimate. A typical urban cross section is 30' face-to-face of curb. The existing pavement width varies and is wider than this. Funding to be pursued through the city's local legislators for an interim resurfacing would be \$400,000.

b. IL 26 from the RR Xing North to I-80 or Backbone Road. The city has applied for ITEP funding for a street scape improvement and would like for the district to consider resurfacing this pavement at the same time. The district responded that resurfacing is based on pavement condition ratings.

c. IL 26, Main Street from Central to Elm St. The city noted delays in receiving permit approvals for maintenance work: catch basin, fire hydrant and watermain repairs. The district will investigate. On May 10, 2006, Richard Ballerini, District 3 Permits Section, reviewed the status of this permit and notified Mr. Nelson to proceed with work.

d. Intersection of IL 26 & US 6. The city noted that there is a drainage problem at this intersection, which District 2 was going to address on a letting. They also mentioned an issue of bituminous pavement versus concrete at this location. The district will investigate this issue.

e. US 34 (Elm Place). The city stated that there is a pavement problem with cracking due to bricks reflecting through the bituminous. The district will consider these pavement distresses during the periodic pavement condition rating survey which is used to determine improvement scopes and priorities throughout the district.

f. IL 26 at Company Street. The city is considering vacating Company Street in order for a business to expand, but would like to maintain an entrance for the business at this location. The city will submit a permit indicating the circumstances involved with the street/entrance and closure of the street at the back property line.

g. IL 26, 701 N. Main Street. The city asked about the department's policy or opinion regarding adding parallel parking along IL 26. The department discourages parallel parking and tries to eliminate existing parking when possible. City officials voiced some reservations about the impacts of constructing a parking lane at this location. City officials will consider this matter further and will contact IDOT as needed.

h. The city requested an update on state letting contract #64B38. On May 10, 2006, the district's Bureau of Implementation notified Mr. Andrew Brannen of the preconstruction meeting date.

Minutes by Ted Fultz, District 3, IDOT, May 16, 2006

IL 26 from I-80 to Red Covered Bridge Road Agenda

City of Princeton & IDOT

May 9, 2006

A. Proposed Scope of Work

1. Match IL 26 lane configuration at north ramp intersection
 - a. 2 through lanes in each direction
 - b. Median to mirror northbound left turn lane
 2. Taper to 1 lane in each direction and provide left turn lanes at Progress Drive
 3. Taper to match existing roadway north of Progress Drive
 4. Curb and gutter & storm sewer through out project limits
 5. Upgrade traffic signals at ramp intersection
-

B. Project Issues

1. Bike path – 6" aggregate subbase with 2" bituminous surface
 - 1) Cost to village dependent on contract bid price
 - 2) Estimated cost per square yard = \$25.00
 - 3) Village pays ½ cost + 15% engineering fee
2. Utility adjustment
 - a. Village pays to relocate own utilities - on ROW by permit
 - 1) With own labor forces
 - 2) By agreement with construction contract
3. Storm sewer
 - a. No cost to village
 - b. If want to up size for future connections - Pay 100% cost difference
 - c. Village maintenance
4. Street lighting
 - a. Village pays 100%
5. Emergency preemption devices on traffic signals
 - a. Village pays 100%

C. Area Development and Street Plans

D. Schedule

1. PTB 141 consultant selection on October 4, 2006.
2. Subject to funding availability and project readiness, construction is scheduled for improvement during the FY 2008-20012 portion of the FY 2007-20012 Proposed Highway Improvement Program.

E. Other Projects.



Illinois Department of Transportation

II 26 in Princeton
City of Princeton & Dist. 3 IDOT
May 9, 2006

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	TELEPHONE NO.
1. William Raffensperger	District 3 Studies & Plans	700 E. Norris Drive Ottawa, IL 61350	(815) 434-8568
2. Rick Powell	"	"	815-434-8423
3. TED FULTZ	"	"	815-434-8469
4. DAN HERSHOWER	PD ENG.	"	815 434-8450
5. Lou Paekovitz	URBAN PLANNER	"	815-434-8473
6. KENN W. HERTZ	Charles Associates, Inc. City Manager	3017 F.A. Rd. Penn, IL 61354	815-223-3347
7. Andrew Brannen	City of Princeton	25 Main St., Princeton	815-875-2631
8. Steve Wright	City of Princeton	25 Main St Princeton	815 878 7339
9. Pete Nelson Planning + Zoning	City of Princeton NAYOR	25 Main St.	815-879-3381
10. Keith CHAIN	CITY OF PRINCETON	25 Main St	815 879 3381
11.			
12.			
13.			
14.			
15.			



Illinois Department of Transportation

Memorandum

To: Files

From: John Wegmeyer

Subject: City of Princeton

Date: August 23, 1994

A handwritten signature in black ink, appearing to read 'John Wegmeyer', written over a horizontal line.

Mayor Welte of Princeton and Doug Happ (Wendler Engineering) of the consulting firm for the City met with Bill Ost, Larry Reed, and myself today. They were interested in four areas of concern:

1. IL 26 development N. of I-80
2. Sixth Street project
3. Access and future development along IL 26 between Backbone Road and the railroad tracks.
4. Widening and resurfacing of IL 26 (Main Street) between US 34(E) and US 34(W).

Following is a short discussion of each topic.

1. IL 26 north of I-80 - The Progress Drive industrial area across from the Beck Oil truck stop is almost completely developed. There are only a couple small lots left. The City expects further development to the north and also east along the Township Road between IL 26 and US 34.

The Department will be starting the engineering for the interchange area when time allows. The project is not funded in our current Five-Year Program.

2. Wendler has almost completed the design for the Sixth Street bridge over the Burlington Northern Railroad. Plans should be submitted to Local Roads within the next month. The bridge is part of the project report to upgrade Sixth Street from Backbone Road to US 6. The concern is that archaeological review on the roadway section will delay Design Approval and jeopardize bridge funding.

Wendler has access to someone approved to do archaeological investigations and will go ahead and have him do the work.

3. The Mayor had questions about several properties and what kind of access from IL 26 would be acceptable for future development. The following items were specifically addressed.

-
- A. The first open field on the west side south of Backbone Road already has a commercial entrance approved.
 - B. The second open field on the west side has a field entrance. This will require a permit application to change to a commercial entrance. We would probably recommend the entrance be established across from the commercial access to the old Pioneer facility.
 - C. The Department is opposed to opening the fire lane between the bank and the Pioneer facility to allow access to two buildings at the back of the Pioneer plant.
 - D. Access to the parcel east of the bank will not be allowed by using the bank entrance unless a northbound right-turn lane is constructed to accommodate traffic.
4. The City would like to have the section of IL 26 from US 34(E) to US 34(W) resurfaced and restriped as a three-lane section. Bill indicated this could not be done for two reasons. First, traffic volumes warrant four through lanes and not two. Any roadway widening would need to meet capacity needs. Secondly, the logical termini for any improvement would be the two IL 26 and US 34 intersections.

Because of the need to remove parking for the intersection improvements, the Mayor agreed now was not the time to try to rebuild the two intersections.

BC/JW-24

Copies - Bill Ost
Larry Reed
Jason Nelson
Ron Chamberlain



CITY OF PRINCETON

2 SOUTH MAIN STREET • PRINCETON, IL 61356 • PHONE (815) 875-2631
Fax: (815) 875-6235 • Web Address: <http://princeton-il.com>

Thursday, May 02, 2002

Mr. Anthony Baratta
Senior Project Studies Engineer
819 Depot Avenue
Dixon IL 61021

RECEIVED DISTRICT 2	TO	FROM	DATE	BY	PT.	FILE
		DISTRICT ENGINEER				
		PROJECT DEVELOPMENT				
		PROJECT IMPLEMENTATION				
		OPERATIONS				
		ADMINISTRATIVE SERVICES				
MAY 08 2002						
DISTRIBUTE TO ALL BUREAUS						
CONFER WITH DISTRICT ENGINEER						
PREPARE CORRESPONDENCE FOR THE DE'S SIGNATURE						
PREPARE CORRESPONDENCE FOR YOUR SIGNATURE						
TICKLER DATE						
REMARKS						

Dear Mr. Baratta:

I want to thank you, Jeff, and Masood for taking time to meet with Scott, Jason, Sam and myself on Thursday, May 2nd, concerning the route 26 project.

I have examined the proposed bike path transition we discussed and agree with your assessment that it should transition to the west side of route 26 at Ace road.

If you would be so kind as to give me a projected cost for the proposed bike path and what the City's portion would be, I will make plans to budget the expense in our fiscal year 2003-2004.

Thank you,

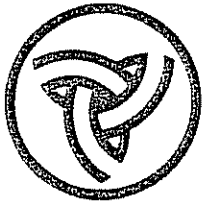
Robert L. Warren, Commissioner
Streets and Public Improvements

875-733

Row Fax 815-875-008



"WHERE TRADITION MEETS PROGRESS"



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES & PLANS
FAI 80 under IL 26
Section 06-SHBR
Job No. P-92-097-93
Bureau County

November 26, 2002

Mr. Robert L. Warren
Commissioner
Streets and Public Improvement
City of Princeton
2 South Main Street
Princeton, IL 61356

Dear Mr. Warren:

During May of this year you met with representatives from our office to discuss roadway projects in the Princeton area. At that time you requested a projected cost estimate for construction of a proposed 10' wide shared use path, (for bicycles and pedestrians), which is planned to extend from Backbone Road north to the relocated City Park entrance northeast of the Red Covered Bridge Road.

At this time we are nearing completion of our interim Phase I project reconstructing the IL 26 overpass bridge at Interstate 80. This interim project will only provide for a five lane section from the south I-80/IL 26 ramps to the north I-80/IL 26 ramps. There will be a temporary connection to existing IL Route 26, north and south of this construction.

A portion of the shared use path along the east side of IL 26 between the north and south ramps for I-80, will be installed with this project at the Department's expense. This includes the shared use path on the east side of the new IL 26 bridge.

Our ultimate project which will extend five lanes south of I-80 to Backbone Road and reconstruct IL 26 to a five and three lane cross section north of I-80 to the City Park is currently not funded in our multi-year program. We are, however, continuing with a second Phase I project that will develop the design for the remaining five lane ultimate construction.

Attached is a preliminary layout of our ultimate project with the shared use path colored in orange. Following is a cost breakdown for the various segments of the shared use path. We have developed costs based upon two different possible pavement types for the shared use path. The path can be constructed either with 5" concrete pavement or a 2" Bituminous Concrete Surface placed upon a 6" aggregate base. The breakdown is shown below.

FILE COPY

<u>Location</u>	<u>5" Concrete Cost</u>	<u>Bituminous Pavement Cost</u>
Backbone Road to South Ramp	\$43,125	\$18,030
North Ramp to Progress Drive	\$30,365	\$12,695
Progress Drive to CH 1800	\$30,765	\$12,860
CH 1800 to Red Covered Bridge Rd.	\$34,385	\$14,375
Relocated Park Entrance to the East	\$27,800	\$11,620
Relocated Park Entrance To the North	\$50,150	\$20,965
TOTALS	\$216,590	\$90,545

Please be advised that the Department can only participate financially with 25% of the 10' wide shared use path, i.e. we will pay for 2.5' of the path (our portion of a typical new 5' sidewalk installation). The City would be responsible for the remaining 75% of the shared use path costs.

Following is an estimated breakdown of preliminary costs for you to budget your expenses.

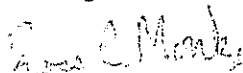
<u>5" Concrete Costs</u>	<u>Bituminous Pavement Cost</u>
\$ 54,148 - State	\$22,636 - State
\$162,442 - City	\$67,909 - City

Please take time to review this and inform us of your preferred pavement material. Eventual maintenance of the shared use path would typically be the responsibility of the Local Agency (City of Princeton). Details regarding maintenance will be coordinated through an agreement that will be negotiated with the City once we develop the ultimate construction plans. We would greatly appreciate a response on your preferred material type by December 26, 2002 to enable us to continue with our Phase I Project.

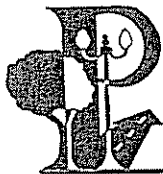
If you have any further questions, please contact Tony Baratta, Project Coordinator at 815/284-5513.

Sincerely,

Roger E. Rocke
District Engineer



By: Ross E. Monk
Engineer of Program Development



CITY OF PRINCETON

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Fax: (815) 875-6235 • Web Address: <http://princeton-il.com>

RECEIVED DISTRICT 2	NO.	FILED			
	PROJECT				
	DATE				
	BY				
	FOR				
	LOCAL				
	FEB 07 2003				
	DISTRICT 2				
	PREPARE CHECKS OF FORCE FOR THE DESIGNATURE				
	FOR THE DISTRICT FOR YOUR SIGNATURE				

February 3, 2003

Gregory Mounts
Attn: Ross Monk
Illinois Department of Transportation
Division of Highways/District 2
819 Depot Avenue
Dixon, IL 61021-3500

Re: Princeton Shared Use Path

Dear Mr. Mounts,

The purpose of this letter is to inform you that the City of Princeton has decided to opt for a bituminous pavement for the shared use path planned for our Phase I Project.

The City of Princeton is very excited about all phases of the proposed project and we look forward to working with you and your staff. Please contact me at (815) 879-5071 if you have any questions or need additional information. Thank you for your time.

Sincerely,

Andrew Brannen
City Manager

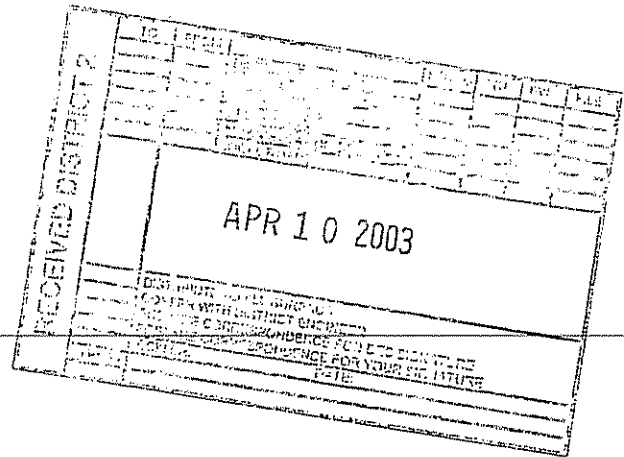




CITY OF PRINCETON

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April 7, 2003



Mr. Ross Monk
Illinois Dept. of Transportation
Division of Highways/District 2
819 Depot Ave.
Dixon, IL 61021-3500

Dear Mr. Monk,

This is in reference to Phase I construction of the project involving the five lane section between the Red Covered Bridge and Backbone Road. Our department heads met at the site with Masood Ahmad. At that time, Mr. Ahmad informed us that our utilities would not be affected by this project under Phase I. *(Phase I being the structure over I-80)*

If there is anything else we need to do, please contact us. The departments involved and their contact information is listed below.

Sam Mead	Water Distribution	815-875-4209
Tony Bebej	Zoning	815-879-3381
Scott Wallis	Sewer	815-879-3961
Jason Bird	Electric Distribution	815-875-1213
Steve Wright	Streets	815-872-7331

Thank You,

Jason Bird

cc: Sam Mead, Tony Bebej, Scott Wallis, Steve Wright



"WHERE TRADITION MEETS PROGRESS"



Illinois Department of Transportation

Memorandum

To: File
From: Michael Kuehn
Subject: Truck Plaza Meeting

Date: April 2, 2003

FAI 80 (I-80)
Section 06-5HBR
Bureau County
P-92-097-93 and P-92-098-93

Geoff Smith and I met with John Carabelli of Ranger Enterprises pertaining to the Truck Plaza located on IL 26 north of I-80 near Princeton. The meeting was held at the District 2 office at 10:00 am on April 2nd, 2003. Ranger Enterprises had recently purchased the property and just found out there are improvements that IDOT is proposing. We showed him what we are currently doing with this project and what we are proposing for the next stage. We gave him plans for the proposed project and plan/profile sheets of the proposed improvements on Progress Drive, where their proposed entrances would be located.

ROAD RANGER

Ranger Enterprises, Inc.

John R. Carabelli

Construction/Engineering Supervisor

Cell 815-621-9972

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PO Box 4745, Rockford, Illinois 61110-4745

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4930 East State Street, Rockford, Illinois 61108

Direct (815) 387-1408